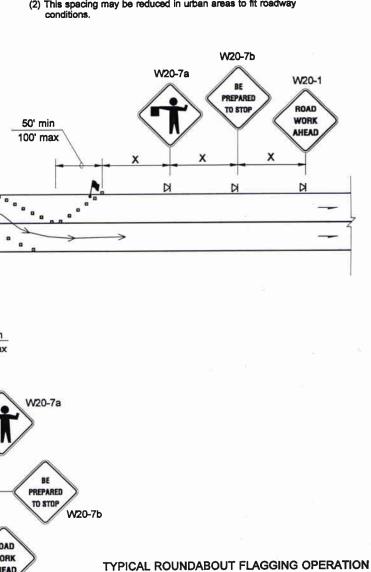
	CHANNELIZI	NG DEVICE SPA	CING (FEET)	1
	MPH	TAPER	TANGENT	1
	35 / 45	30	60	
	25 / 30	20	40	
		REDUCED DE		3
	WIT	HIN ROUNDAE	юшт	
	LEGEND			
1.	Night work requ	ires additiona	noadway ligh	ting at fla
	refer to WSDOT			
_	B		4.4	
2.	Protective vehic	de recommend	dea - may be	a work v
3.	Each roundabor	ut location is u	inique and the	e traffic o
٥.	developed to m			
		-11		4 4
4.	If the work and a single Road V			
	additional guida			
_				
5.	Consider an ad	ditional flagge		
5.	Consider an ad- roundabout or a	ditional flagge		
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5.	roundabout or a	ditional flagge additional sign	ing as approp	riate.
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5.	ROAD ROAD	ditional flagge additional sign	ing as approp	riate.
5.	ROAD WORK	ditional flagge additional sign	ing as approp	riate.
5.	ROAD ROAD	ditional flagge additional sign	ing as approp	riate.

		W20	-1 ROAD					
			( WORK )					
			AHEAD	x				
		/.						SIGN SPAC
CHANNE	LIZING DEVICE SPACING (FEET)		PARED				RURAL ROADS	
MPH	TAPER TANGENT	m	STOP /				RURAL ROADS & U	
35 / 45	30 80	W20-7b		10000			RURAL ROADS, UR RESIDENTIAL & BUS	
25 / 30 DECOMME	20 40 END REDUCED DEVICE SPACING			x			URBAN STREETS	
	WITHIN ROUNDABOUT		/··				ALL SIGNS ARE 48"	X 48" BLACE
				) <u> </u>			DESIGNATED.	
LEGEND		٧	V20-7a				(1) All spacing ma at-grade inters	y be adjus ections, ar
				x			(2) This spacing n	nay be red
Night work n nefer to WSC	equires additional roadway light DOT Standard Specifications for	ing at flagging stations,			1		conditions.	
	·		50' min	+ -	.			
2. Protective ve	shicle recommended - may be a	work vehicle.	100' max					
3. Each rounds	about location is unique and the	traffic control must be		1	ا ا ا			
developed to	meet the specific conditions of	f the location and the work op	eration.		.°] ]			
4. If the work a	and all work vehicles are off of the	he travel lanes and island apr	on,		•  /			
a single Ros	ld Work Ahead sign per approa- uldance in this manual for furthe	ch is all that is required. Refe	rto V	N12-1	<i>Y</i>			
accidonal gu	algance in this manual for furthe	r iniormation.	/		<i>(</i>	<u>-</u>	50' min	1
5. Consider an	additional flagger in center isla	nd to assist traffic movement	through (	(A)	/ \ \ \	1.0	100' max \	
roundapout (	or additional signing as appropr	1819.		XI		č.	1 1	X
				V/7	A CA		- 0	
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И	и и			1.	. ~	VIII		
· -	X X	X	1	/ / /	17 B	7		
		50' min			1/2/			
	$\sim$	100' ma:	, (K.	<b>4</b> >	9			
	BE		/					
	PREPARED TO STOP		W1:	2_1	°	50' min		
ROAD			***		""	100' max		
WORK	W20-7b					Ī		
AHEAD	\ \ \ \				1 1	X		
					'		W20-7a	
W20-1	W20-7a				□ □			
						× 💛		
LE	GEND					^		
<u> </u>							BE	
.~	FLAGGING STATION					′ <del> </del>	PREPARED	
N	SIGN LOCATION						TO STOP W20-7b	
	CHANNELIZING DEVICES					x	1120-10	
واساحا						ROAD		
- <b>(</b>	PROTECTIVE VEHICLE - RECO	MMENDED			2			
$\rightarrow$	VEHICLE TRAVEL PATH DURIN	NG A FLAGGING PHASE			1	AHEAD		TYPICAL
							W20-1	

PACING = X (FEET) (1) 45/55 MPH 500'± 35/40 MPH 350°± TERIALS ERIALS ISTRICTS 200'± (2) 25/30 MPH 25 MPH OR LESS 100°± (2) CK ON ORANGE UNLESS OTHERWISE usted to accommodate interchange ramps, and driveways. educed in urban areas to fit roadway



**TCD 13**